

# SR 519, Intermodal Access

SR 519 in Seattle, known to most people as South Royal Brougham Way, is an important thoroughfare for cars, trucks and pedestrians in Seattle's SODO district. Improvements to the road will be made to increase safety by separating the road and rail crossing, improve vehicle and freight access between I-90 and waterfront locations such as the Port and Coleman Ferry Dock. Construction will happen in phases, and work is being coordinated with planning efforts for the Alaskan Way Viaduct to ensure that improvements to both roads are compatible.

## Construction work now underway

Work on Phase 1 began in the spring of 2001 to build a new access between Occidental and I-90, following the current alignment of South Atlantic Way. It will separate truck, car and pedestrian traffic from the BNSF rail lines near Safeco Field, improving safety and allowing for the quicker freight movement. Phase 1 is expected to be completed by early 2004.

## Work to be done in Phase 2

The second phase of this project is still being designed. It will also provide access between Occidental and I-90, by adding additional lanes along the current Royal Brougham alignment. Depending upon funding, the soonest construction would be complete is 2006.

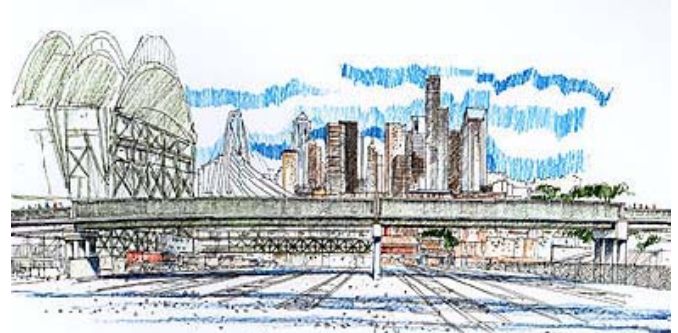
## Partnerships

Many agencies have contributed design work and dollars to make this project a reality. The Port of Seattle, City of Seattle, Burlington Northern Santa Fe Railroad and Freight Mobility Strategic Investment Board are among our funding partners.

## What are the project timelines?

Construction on Phase 1 began in April 2001. It is expected to be complete by December 2003. Construction on Phase 2 is scheduled to be completed by 2005.

## Future Configuration



## Future Artist's Rendition



## Construction Update:

September 2001

Percent Project Completed 15%

Comments:

See a [weekly update](#) of work hours and traffic impacts.

Tune your car radio to AM 530 for up-to-date traffic details

## Project Facts

- The Phase 1 contract is being performed by Balfour Beatty Construction.
- Work began in the spring of 2001 and is expected to wrap up in 2004.
- Early work has focused on utility relocation.

## What is being done to protect the environment?

We have worked to create a design that blends in with the existing environment, considers aesthetics and allows for multi-modal transportation, including pedestrian and bicycle access. The storm water run-off will be treated and landscaping will enhance the environment.

## Government-to-government tribal consultation process

This process is not applicable because the project does not impact tribal lands.

## Financial Information

This project is funded through construction of Phase 1 and design of Phase 2. The additional revenues illustrated below are for the right of way and construction for Phase 2. The current overall project cost is estimated at \$117 million. This project has other elements that are the responsibility of others that are not included in this total cost figure. The WSDOT is requesting \$0.5 million in the 2002 Supplemental Transportation budget to move ahead with the right of way effort for Phase 2 in order to keep the Phase 2 portion on track for a 2004 construction start.

## Expenditure Plan

	Prior Expenditures	Remaining Costs	Total
State and Federal Funds	\$29,174,000	\$37,380,000	\$66,554,000
Funded Locally (Port of Seattle, BNRR, City of Seattle and King County)	\$695,000	\$12,768,000	\$13,463,000
Funded subtotal	\$29,869,000	\$50,148,000	\$80,017,000
Unfunded amount		\$36,950,000	\$36,950,000
Total Cost	\$29,869,000	\$87,098,000	\$116,967,000

Financial data is current as of 9/1/01.

## How can I get more information?

For detailed information about this project contact:

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